

room to lift her clear and carry her back along the same path. Unfortunately the woman was dead when they reached her. This dangerous work was coolly and cleverly performed and is only one instance of the courage and fortitude displayed by Sergeant Vincent.

1930518 Leading Aircraftman Reginald Harold DANN, Royal Air Force Volunteer Reserve.

On the night of 11th March, 1945, a Mosquito aircraft, whilst attempting a landing with only one engine functioning, overshot the airfield, crashed and burst into flames, spreading burning petrol over a wide area. Leading Aircraftman Dann, who had only been discharged from Sick Quarters the day before, witnessed the accident and rushed to the scene of the crash. In order to reach the aircraft, Leading Aircraftman Dann had to go through the burning petrol and smoke and, on his first attempt to help the crew, found he was at the tail of the aircraft. He quickly ran round to the nose and saw an arm amidst the flames. He entered the burning area and, tearing away impeding parts of the aircraft, he got the occupant, who proved to be the navigator, out of the wreckage. He dragged him clear of the fire and then pulled off his burning parachute harness. By this time three more airmen had joined Leading Aircraftman Dann and, together, they extricated the pilot after tearing away more pieces of the burning aircraft. Unfortunately the pilot died two hours later from injuries sustained on the original impact. By his prompt and courageous action Leading Aircraftman Dann undoubtedly saved the navigator's life. He showed little regard for his own safety in his determination to rescue the crew.

Naik Hussain JAN (337), Royal Indian Air Force.

Havildar Hassan MOHD (142), Royal Indian Air Force.

Naik Hussain Jan is employed as post commander of an extremely lonely Wireless Observer Post on a 4,500 ft. hilltop, surrounded by dense jungle, in the South Lushai Hills of Assam. Havildar Hassan Mohd is the Platoon Commander of a line of observer posts on the hills in the same area. On 30th December, 1944, the petrol electric generator of the former's post became unserviceable and, as a replacement was not available, transmission was restricted to enable the Post to remain operational. On 11th January, 1945, Havildar Hassan Mohd arrived and, together with 3 men and 1 coolie, carried all discharged accumulators along the narrow hill track to the next post (18 miles away) for charging. On the 13th January, 1945, a Thunderbolt of the United States Army Air Force crashed about 8 miles from Hussain Jan's post and the pilot landed by parachute in dense jungle. Naik Hussain Jan immediately set out with a search party and found the pilot who was suffering from slight injuries. A runner was sent back to the Post, arriving at the same time as Havildar Hassan Mohd with the charged accumulators. It was now possible for news of the crash to be transmitted to the U.S.A.A.F. authorities. The following morning Havildar Hassan Mohd took medical stores to the place where the pilot had passed the night, rendered first aid and made arrangements for his evacuation. He then searched for the remains of the aircraft and found an unexploded bomb. He ordered the chief of the nearest village to call a meeting to warn the villagers to keep clear of the place. He then proceeded to his Company Headquarters to submit a report. In all he had travelled on foot 132 miles in 10 days. Naik Hussain Jan and Havildar Mohd showed great keenness to keep the post operational under adverse circumstances and their prompt search and assistance speeded the American pilot's return to base. The difficult conditions under which they had lived and worked for months made their conduct even more noteworthy.

*Air Ministry, 14th August, 1945.*

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

*Distinguished Flying Cross.*

Flight Lieutenant Laurence Godfrey LEWIS, D.F.M. (115288), R.A.F.V.R., 357 Sqn.

On his second tour of operational duty, Flight Lieutenant Lewis has completed many sorties in-

volving flights over difficult terrain and far into enemy territory. Throughout he has shown the highest standard of skill and determination. In June, 1945, he successfully completed a mission well into enemy territory, in daylight. The results obtained are an excellent tribute to his outstanding ability.

Flight Lieutenant Donald Burton LUBBEY (Aus. 408264), R.A.A.F., No. 99 Sqn.

Flight Lieutenant Lubbey has completed a tour of operational duty during which he has taken part in a wide variety of sorties. During these operations he has participated in attacks on enemy shipping, troop concentrations, locomotives and other targets. In June, 1945, Flight Lieutenant Lubbey executed an attack on a large tanker escorted by a naval vessel. In the face of considerable anti-aircraft fire, this officer pressed home his attack with the greatest determination from low level. Although his aircraft sustained damage, Flight Lieutenant Lubbey flew it a considerable distance to base. His courage and resolution on this occasion were in keeping with that which he has invariably shown.

Flying Officer Brian Michael RIDGWAY, D.S.O. (118082), R.A.F.V.R., 240 Sqn.

Flight Lieutenant Ridgway has displayed outstanding skill and courage in air operations. On a recent occasion he was pilot and captain of an aircraft detailed to undertake a mission far into enemy territory. The operation called for a high degree of courage and resolution and the success achieved reflects the greatest credit on the skill shown by this officer. His achievement was outstanding. This officer has completed very many sorties and his devotion to duty has been unsurpassed.

Flying Officer Harry Vincent SMITH (Can/J.27671), R.C.A.F., 358 Sqn.

Flying Officer Smith has completed much operational flying. He has displayed a high degree of skill and courage, qualities which were well illustrated on one occasion in May, 1945, when, during a sortie his aircraft was attacked by nine enemy fighters. Although the aircraft was severely damaged and one engine put out of action in the first attack, this captain and his crew fought with great resolution. The enemy pressed home further attacks with great persistence and Flying Officer Smith's aircraft sustained further damage. Two more engines were put out of action and three members of his crew were killed. Even so, Flying Officer Smith, though wounded, successfully crash-landed the crippled aircraft and thus saved the lives of the remaining members of his crew. In the face of great odds, this officer set a fine example of coolness and bravery.

*Department of National Defence for Air, Ottawa.  
13th August, 1945.*

ROYAL CANADIAN AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

*Distinguished Flying Cross.*

*Flight Lieutenants.*

Francis William EDWARDS (J.26275).  
Thomas Richard FUTER (J.23072).  
Douglas James MACLISE (J.10295).  
Russell Keith NEWTON (J.11625).  
Paul Wilson PORTER (J.6862).  
John Alfred Neil SHANE (J.6859).  
Donald Charles STAMBAUGH (J.21947).  
Samuel Thomas TAYLOR (J.6861).

*Flying Officers.*

Ira Clifford ARNE (J.38580).  
Harold Trevor GILES (J.46845).  
Roland Burgess WEST (J.46846).

*Warrant Officer, Class I.*

Daniel Gordon POITEVIN (R.77085).

The KING has also been graciously pleased to give orders for the publication of the names of the following personnel who have been mentioned in despatches:—

*Squadron Leader.*

D. C. SHELLARD (J.8831).